

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> RTIP ID# SBDLS05 Minor Lump Sum Caltrans and City of Redlands are proposing to remove two traffic signal poles from the northwest corner and south west corner of the Pearl Ave./ Eureka Street intersection and install new traffic poles, Install loop detectors on all approaches to the Pearl Ave./ Eureka St. intersection; and install wireless interconnect (inside traffic controller cabinets) at orange street intersection with Colton Avenue, Brockton Avenue, Lugonia Avenue									
Type of project <i>see list below</i> Install traffic signal, and loop detectors									
County: San Bernardino	Narrative Location/Route & Postmiles: PM30.1/30.9,Kp 48.4/49.7 Caltrans Projects – EA#: 0C5900								
Lead Agency:									
Contact Person Tony Louka	Phone# (909)	Fax# (909)383	Email Tony_louka@dot.ca.gov						
Decision Desired <i>Check appropriate box below</i>									
PM2.5		MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern					
PM10		MAYBE Project of Air Quality Concern		NOT Project of Air Quality Concern					
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>									
X	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
Scheduled Date of Federal Action:									
Current Programming Dates <i>as appropriate</i>									
	PE/Environmental		ENG		ROW		CON		
Start									
End	10/2006		03/2007				05/2008		
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> Predicted future traffic volumes at the interchange are expected to result in deficient operation conditions, increased congestion, and additional vehicle delay at the intersection. It is anticipated that the traffic will continue to increase at the eureka/ Pearl Avenue intersection as new growth and development occurs in the city and the region, with interstate 10 eastbound off-ramp and Eureka Street/ Pearl Avenue is predicted to operate at level of service(LOS) F during AM and PM hours in 2030. Consequently , the object of the proposed project is to reduce congestion and improve efficiency along the interstate 10(I-10) eastbound off-ramp, Eureka/ Pearl Avenue intersection and surrounding area.									

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

Pearl Avenue is an approximately 560-meter east west oriented four-lane local roadway situated between Eureka street to the west and the 6th Street to the east. Eureka street is a four-lane local Street that extends approximately 160 meters north from Eureka Street, terminating at Colton Avenue; and several hundred meters south of Eureka Street. The Eastbound I-10 Off-ramp, which forms the west leg of the pearl Avenue/ Eureka Street intersection, extends approximately 400 meters west from the said intersection to its connection point on the I-10 mainline. The proposed project site is located with the busy commercial district of City of Redlands. The interstate 10 traverses in east west direction through densely populated urban area of surrounding cities in San Bernardino County, serving local businesses, residents and school districts in the area,

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)

Existing(2006) LOS is D ; ADT Existing= , Truck Not available

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)

NO Build

Horizon year (2030) LOS is E; ADT Horizon year(2030) = Trucks% not avail.

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)**If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):****Describe potential traffic redistribution effects of congestion relief**

The proposed project is intersection signalization project that aims not to increase capacity rather it will increase traffic operational efficiency and reduce delays and number of traffic accidents experienced at the intersection by installing traffic signal lights

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization project, traffic circles or roundabouts, **intersection signalization projects at individual intersections**, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not increase in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

New state highway

Change to existing state highway

New regionally significant street

Change to existing regionally significant street

New interchange

Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*